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Hongkong, 29th April, 1903. [a204]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, AUGUST 2ND, 1912.

Railway construction in China has been so much boomed of recent years, and Railway Loans and Agreements have become such a prominent feature in Chinese politics, that it will seem rank heresy to doubt the wisdom of the policy of widespread construction, or to question whether there are not other works of the same nature on which the money might, from the point of view of the general welfare of the land, have been more profitably spent. After the events of the last eighteen months, it scarcely needs to be pointed out that the Central Government, in its railway policy, does not contemplate the public welfare: the provinces realized this—that railways facilitate the movement of troops and the dragging of the land—and from this realization spring their desire for the provincial control of the railways, culminating in violent resistance to the nationalization scheme and ultimately leading to the overthrow of the Manchu dynasty. In the present state of affairs in China, all new works of this sort are necessarily in abeyance, so this may be a convenient opportunity for envisaging afresh the whole question of improved means of communication. China has at present about 6,000 miles of railway in operation, the cost of construction averaging about eleven thousand pounds per mile. Of the railways now working, the greater part have presented no extraordinary engineering difficulties—with the exception of the Yunnan Railway and the short Ching-Chang

(Peking-Kalgan) line, they all lie on the Great Plain, and the one considerable obstacle to be encountered has been the Yellow River. Every new line to be opened up must trench on more and more difficult country, and when the Szechuan-Hankow and Yunnan-Yangtze lines are taken in hand, the cost per mile will be considerably increased. We do not deny the advantage, or even the ultimate necessity, of these lines, but it may well be questioned whether this money could not be spent on other improvements in means of communication with quite as much, if not more, advantage to the people generally. Residents in China are by now so used to the paradoxical that it does not appear to strike them as strange that the country should be investing heavily in railways when it has not a single good main road. Travellers in China all unite in cursing with one accord the roads: "A Chinese road is often only so in a special and peculiar sense, as, for instance, a chain of dangerous rocks would be a road across the ocean," says PARKER. "To say that the road was best where there was no road may seem paradoxical. It is nevertheless true," says HUME, and so on. Where are the splendid post roads that excited the admiration of Marco Polo six hundred years ago? We admit that if we had been used to the European roads of that day we might even consider those at present found in China passable, but none the less they must have deteriorated much since the days of the Venetian traveller: the post-houses, borders of trees two paces apart, paved roads "by means of which travellers may travel to every part without soiling their feet", and the "large and handsome stone bridges" have either vanished or fallen into decay. It is, we think, worthy of consideration whether a system of good main roads, fit for use by wheeled traffic, both fast and heavy, would not be of as much economic benefit to the land as these expensive railways. The great economic value of railways as a means of speedy communication is largely nullified in China, where time is so much at a discount. Trunk roads have proved a real boon in India, and if they existed they would be found the same in China. Their cost would be but a fraction of that of a railway; they would be sooner completed; and their superiority to present roads as traffic carriers would be so marked as to constitute them a real step forward in the opening up of the land to commerce and would soon make them main arteries of trade. It needs only to see a consignment of goods being laboriously carried into the interior by coolies—often five or six to a single case or bale—to realize what a revolution in traffic would be created by roads capable of sustaining modern carts and carriages, to be followed soon, no doubt, by the ubiquitous motor car. There is this to be considered also, that even when these long reaching railways are constructed they will only be main lines, and will need feeders. Many more years must elapse before they could reach all the centres of production, and so, even when the railways exist, it would still be necessary to have modern roads to bring the commodities to the railways. One difficulty that would have to be overcome before these trunk roads could attain their maximum of utility would be the establishment of an efficient police system throughout the country, both to give security to road traffic by day and night, and to prevent encroachments on the road by neighbouring land-owners—a crime that has in many parts of China reduced what were once fine roads, thirty feet wide, to mere footpaths. Such a police system, though, is a necessity in any case, and the creation of good main roads would really facilitate their work, though probably adding to its bulk. There are other obvious improvements in China's communication—the canals should be modernized, and many of the obstacles to river navigation removed—but there is none that has been overlooked and neglected to the same extent as has the question of roads, and we fear that this neglect will still continue, while millions are lavished on railways, although the institution of good roads would cost only a fraction of this sum.

A Chinese was yesterday sentenced to imprisonment for one year for having returned from banishment. He had been banished three times before.

A man and his wife were placed before Mr. Melbourne at the Magistrate's yesterday on a charge of having stolen \$400 and a quantity of clothing. They were remanded, bail being fixed at \$1,000 each.

Mr. Filomino Grazi Ozorio has successfully passed his last examination in the Hongkong College of Medicine with distinction, and to-day, we are informed, he will receive his Diploma of Licentiate from the hands of H.E. Sir Henry May, K.C.M.G.

Their Lordships sitting in the Supreme Court yesterday and the barristers engaged doffed their wigs owing to the heat, the privilege being granted by the Chief Justice.

A robbery with violence is reported from Shaikwan, where a woman carrying \$80 with which to provide for her daughter's wedding ceremonial, was attacked by a man, who caught her by the throat, while a confederate coming along tore her pocket and made off with the money. No arrest has been made.

The cry of "save life" from the water at Yauwatti on Wednesday night attracted a European policeman, who proceeded to the spot, and was lowered into the water by means of a ladder held by several men. He reached the woman and pulled her out in an exhausted condition, but afterwards restored her to consciousness.

According to the British Consular report on the trade of Indo-China in 1911 the exports of rice and paddy were 523,940 tons as against 502,920 tons in the preceding year and 1,052,258 tons in 1907. The exports of broken rice and rice-flour were 110,358 tons as against 215,362 tons in 1910. Of the rice and paddy exports in 1911 roughly one-fourth went to China and one-fourth to Europe, the Philippines and Japan coming next in order of importance.

In their attempt, says the American Vice-Consul General at Canton, to find substitute industries to replace the recently abandoned culture of the poppy, once the principal industry of the province, the Yunnanese are giving primary attention to the development and improvement of sericulture. A school of agriculture has been started which is apparently doing excellent work in educating the farmers about Mengzi in the habits and needs of silkworms, sericulture in general, and the preparation of the cocoon product for the market. It is also importing, with success, seed from Shoching and Hangchow, in Chekiang, which produce first-class white cocoons, yielding a grade of raw silk which, it is claimed, compares well with the best found on the Shanghai market. The silk industry in Yunnan is still in the initial stage, but the province should produce 400,000 to 500,000 lbs. of first quality silk a year.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 10 a.m. yesterday:—
"Cyclone or typhoon near or over Balintang Channel moving E.N.E."

THE KAILAN MINING ADMINISTRATION.

The Chinese Engineering and Mining Co., Ltd., in liquidation, has declared a dividend of 1s. 6d., free of tax, on account of the period ending 27th June, 1912. Coupon No. 18 is payable on the 12th August, 1912.

CONTINENTAL CONSUMPTION OF SILVER.

We subjoin extracts from Messrs. Samuel Montagu & Co.'s bullion circular, dated July 14th:—

The Silver Market has been somewhat heavy in tone, and the tendency of prices downward until 27 1/16 was touched for cash on the 8th inst., the lowest figure for more than a month past. The higher level of prices, about 28d. instead of 24d. has had apparently considerable influence on the consumption of silver by the Continent. Compared with the first six months of 1911 the exports in ounces of Europe show a reduction of about 50 per cent. This falling off is especially marked in the case of France (65 per cent.) and Russia (55 per cent.). The movement of silver to China and India has not been affected to anything like the same degree. The exports to these two countries have only decreased 11 per cent. The imports from Germany and France combined have nearly doubled. The stock in Bombay is increased by £77,000 to £1,375,000; the off-take is a shade better at 50 bars a day. Shanghai reports a stock in syces and bars of £3,325,000, an increase of about £235,000.

ABSINTHE AS CHOLERA CURE.

Absinthe has found a defender in the person of a priest, resident in Cochinchina, who, as recorded in *Les Nouvelles*, claims to have used it most successfully as a cholera cure. The rev. gentleman administers the liquor to his cholera patients in "full wine glasses." He then waits a few minutes, and if the pulse does not show a proper response, he repeats the dose until the desired result is attained. Women, old men, and children of from 12 to 15 years of age have been treated in this way, some patients taking as many as seven glasses before the state of their pulse was considered satisfactory. The author of this treatment claims to have cured 73 out of 75 cholera patients in one parish alone by means of absinthe, and that is why, remarks our contemporary, the Government has decorated absinthe manufacturers.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BRITISH PARLIAMENT.

IRISH ESTIMATES.

LONDON, August 1st.

In the House of Commons during the discussion on the Irish Estimates, reference was made to Mr. Bonar Law's statement made at the big Unionist demonstration last Saturday that if the Government attempted to use troops against the men of Ulster it would start civil war. Mr. Bonar Law said the passage had been carefully weighed. If he thought a considerable number of his followers disapproved of it he would resign, but he had no clear sign that any follower did not endorse every word. So long as there was no evidence that the Government was supported by the people the Unionists were determined that Home Rule should not come to pass.

Mr. Asquith said that Mr. Bonar Law's views meant an absolute end to Parliamentary Government.

Mr. Devlin in opening the debate called attention to the attacks made upon Catholic workmen in Belfast.

Mr. Birrell said the Government were determined to use all the forces of the Crown to suppress these abominable outrages.

Mr. Bonar Law spoke in reply to Mr. Redmond's challenge.

Mr. Asquith described the Bloisheim speech of Mr. Bonar Law as unparalleled language for responsible statesmen of the country. It amounted to a declaration of war against the Constitution, and it was impossible to acquit the Opposition of responsibility for the outrages.

THE IMPERIAL SPIRIT.

LONDON, August 1st.

It is believed that the Canadian Ministers have invited Mr. Asquith and Mr. Churchill to visit Canada in the autumn while the Dominion Cabinet is discussing the naval plans. Mr. Churchill will probably accept.

CANADIAN PREMIER HONOURED.

LONDON, August 1st.

Mr. Borden on his return from Paris was presented with the freedom of the Company of Leatherellers last night. In a speech he said that Canada was not inclined to become a silent partner in their work of carrying on the Empire. Canadians were determined that the Empire should be maintained and the seas kept open. Britons throughout the world would continue the great work of civilisation.

NEW ZEALAND.

LONDON, August 1st.

The Wellington correspondent of the *Times* states that Mr. Mackenzie, the ex-Premier, has been appointed High Commissioner of New Zealand in London.

IMPERIAL WIRELESS TELEGRAPHY.

LONDON, August 1st.

According to Reuter South Africa has notified the Imperial Government of her readiness to participate in the Imperial wireless telegraphic connection by establishing a high-power station at Pretoria at a cost of £250,000. The Union Government regards it as most important from the point of view of defence.

THE DIVORCE COMMISSION.

LONDON, August 1st.

The *Times* states that the Divorce Commission will probably present a majority and a minority report. The former will recommend considerable alterations in the law.

THE NEW YORK SENSATION.

LONDON, August 1st.

Reuter's correspondent at New York telegraphs that the man arrested in connection with the murder of Rosenthal has made an affidavit that three police officials and a city official divided graft of \$2,500,000 during the past year from gambling and other illegal resorts.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE DECEASED EMPEROR.

Tokyo, August 1st.

The funeral of the late Emperor will take place on a date in September, the ceremony to be at Tokyo and the burial probably at Kyoto.

THE NEW EMPEROR.

Tokyo, August 1st.

The Emperor issued his Rescript at a reception at the Imperial Palace which was attended by all the dignitaries of State.

The Emperor wore the uniform of a Field Marshal and the Empress was attired in foreign dress.

Subsequently an Edict was issued to the Army and Navy dwelling upon their glorious services and exhorting them to adhere to the instructions given by his revered father.

[THROUGH REUTER'S AGENCY.]

LOYALTY TO THE THRONE.

LONDON, August 1st.

The Emperor read an Imperial rescript announcing his accession in the presence of the Ministers. The Premier replied, eulogising the Emperor Mutsuhito, and pledging the unbounded loyalty of the people to the new Sovereign.

CONTINENTAL PRESS EULOGIES.

The German official newspapers pay warm tributes to the deceased Emperor and his handling of the problems during the transition of the country to modernity.

Austrian and Russian journals join in the chorus of praise.

BRITISH SYMPATHY.

In the House of Commons, Mr. Asquith moved an Address to His Majesty expressing their regret at the death of his Ally and Friend. He said—The death of the Emperor of Japan marks the close of the most memorable reign in modern history, under which there had been a series of changes which were unparalleled both as regards the status of the Sovereign and the development of the people. The Emperor witnessed in less than fifty years his own transformation from a semi-divine, carefully sequestered figure in the background of national life into a constitutional monarch. Under his rule Japan had emerged from a seclusion which seemed inaccessible and beyond the reach of change into the forefront of the family of nations. It has become a great naval and military Power with a splendid record of stubborn and disciplined heroism. (Cheers.)

She is to-day in close vital touch with the currents and movements of modern life. I cannot recall the name of any ruler in history within the limits of whose single reign progress so vast, of so much meaning both to his own subjects and mankind, had been attained. While we join in the general tribute of the whole civilised world we may be permitted a special acknowledgment of our own. Ten years ago Japan became bound to us by a Treaty Alliance. Twice since then has that Alliance been renewed, extended, and after the test of experience it rests to-day upon a firm and enduring foundation. (Cheers.) It is an Alliance not for aggression or provocation but for the defence of common interests and the development of humane ideals; but above all for safeguarding the preservation of Peace. We of this House extend to our allies and friends in the Far East the assurance of our profound sympathy with them in their bereavement and beg them to believe that we honour with them the imperishable memory of the great ruler whom they have lost. (Cheers.)

Mr. Bonar Law, who seconded, said—As the ally of Japan, through an Alliance which in troublous times has done much to secure the peace of the East, we share her loss and sympathise with the grief of the Japanese people. (Cheers.)

The motion was adopted.

LATER.

Lord Greve and Lord Lansdowne, in the House of Lords, expressed the condolences of the House upon the death of the Emperor of Japan in terms similar to those of the speeches in the House of Commons.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE LONDON DOCKERS STRIKE.

CONFLICT BETWEEN STRIKERS AND POLICE.

LONDON, August 1st.

The strikers at Victoria Dock attacked 2,000 non-Unionists, and a furious mêlée ensued in which stones, bricks, and bludgeons were used. Afterwards the police used their revolvers freely and after baton charges dispersed the rioters.

Three men were sent to hospital, shot in the neck, stomach and thigh respectively, while four others had revolver wounds. Many were injured by the stones.

Similar outbreaks took place at the Albert and West India Docks. Apparently they were organised for the purpose of clearing out the free labourers.

LIGHTER MEN RESUME WORK.

At a mass meeting of the lightermen it was agreed to resume work.

A letter was read from Lord Devonport guaranteeing the former agreements and stating that the employers desired to deal justly and generously with the workmen. Peaceful work was to the paramount interest of the port, and he hoped the long struggle would terminate with good temper on both sides.

The Earl of Tullibardine appealed to the men to accept Lord Devonport's offer. Mr. Gosling also emphasised that Lord Devonport would keep his word.

CONSTITUTIONAL CHANGES IN TURKEY.

LONDON, August 1st.

Reuter's correspondent at Constantinople states that an irade has been issued granting amnesties to 130 exiles, including all the dignitaries of the old regime.

The Government has submitted to the Chamber a resolution modifying the Constitution in such a manner as to enable the Sultan to dissolve the Chamber without the assent of the Senate.

BALKAN POLITICS.

LONDON, August 1st.

The *Times* states that a conviction is gaining ground that some sort of a definite understanding, even an alliance has been effected between Bulgaria and Serbia and Bulgaria and Greece.

CRICKET SPOILED BY RAIN.

LONDON, August 1st.

The match between South Africans and the Minor Counties of England at Stoke had to be abandoned on account of rain.

Rain also caused the match between Middlesex and Worcestershire at Worcester to be abandoned. Middlesex had three points.

The match between Hampshire and Gloucestershire at Southampton was abandoned.

THE TEST MATCH.

LONDON, August 1st.

The sixth test match between England and Australia, commenced at Manchester, had to be abandoned on account of the rain.

THE TURE.

RESULT OF GOODWOOD PLATE.

LONDON, August 1st.

The Goodwood Plate run at Goodwood yesterday resulted as follows:—

Irish Marine	1
Winthorpe	2
Warlingham	3

Nine ran. Won by three lengths, half a length between second and third. The winner started favourite at 4 to 1 against, 5 to 1 against Winthorpe and Warlingham.

THE GOODWOOD CUP.

The probable starters and jockeys in the Goodwood Cup are as follows:—King William, 9.3, Maher; Tullibardine, 8.12, F. Wootton; Toofles, 8.9, Piper.

Captain W. M. Stewart, Cameron Highlanders, shortly completes his period of service as D.A.A. and Q.M.-General, Hongkong. He will be succeeded by Major R. S. Stewart, Liverpool Regiment, now serving as second in command of the 1st Battalion.

MINDEN DAY.

A PICTURESQUE CEREMONIAL.

The anniversary of the Battle of Minden in which the predecessors of the King's Own Yorkshire Light Infantry distinguished themselves was celebrated yesterday morning by the very picturesque and imposing ceremony of the troops of the colour. This took place on the Hongkong Club ground. A platform with a canopy was placed not far from the pavilion, and here His Excellency the Governor, who was accompanied by Lady May, the Misses May, and other members of his party, took the royal salute.

Prior to the ceremony, the ground was lined by soldiers standing several distances apart, and by nine o'clock a large concourse of spectators had assembled within the enclosure, while it was seen that the coigns of advantage afforded by the various buildings in the neighbourhood were utilised by large numbers of people. At the time appointed four companies, the men wearing roses on their helmets and on their breasts, headed by the band playing a lively air, entered the ground, their steady marching being favourably commented upon. As soon as His Excellency the Governor and party took their places on the platform the band played the National Anthem. Thereafter the troops under the command of Major Withycombe commenced a series of pretty and effective movements. The solemn slow march with its appropriate music was reminiscent of the dead heroes who had played their part on that memorable day which was being celebrated, and then came the lively quick march showing that the men of to-day were very much alive. The band and bugles headed the company detailed to form the escort for the colour, and with this escort the colour proceeded to the right of the troops, the soldiers standing at "the present." The flag was unfurled as the band played "Britons never shall be slaves." Then followed a few bars of the National Anthem, during which the colour was lowered. The troops advanced in column with the colour and afterwards marched past at the double. His Excellency the Governor taking the salute. This was succeeded by the march in review order, and then the troops advanced and gave the royal salute.

His Excellency stepped forward and, speaking in a loud tone which was heard a considerable distance, addressed the troops as follows:

Major Withycombe, officers and men of the King's Own Yorkshire Light Infantry.—I am proud to take part in this year time-honoured ceremony. Every Englishman (and I use that word in its widest sense) is proud of your splendid regiment which won undying fame on the field of Minden and which has not failed in later years to add lustre to its glorious traditions. In these days when men strive to sway the Councils of the Empire with the rattle of money bags, it behoves the sons of Britain to remember that in the hour of dire necessity the wealth of the world will avail nothing without the clank of sabre, the flash of naked bayonet and the rumble of moving cannon; without the strong hands of the nation's manhood armed with the sword and trained to its use; without stout hearts instinct with disciplined obedience to instructed and skilled commanders. Therefore I pray that every Englishman (and again I use the word in its widest sense) who has witnessed your ceremony to-day or who shall read of it in the press will hasten to prepare themselves to assist you and your comrades in arms should the necessity arise; and I pray you English boys who are growing up to take your places in due course in the ranks of this fighting regiment will not fail, even as you have not failed, to carry your banners through the blood of your enemies to glorious victory for King and country. Officers and men, I salute you as brave and disciplined men, worthy successors of the heroes of Minden.

At the close he said—Ladies and gentlemen, I call upon you, taking the time from me, to give three cheers for the "Koylis."

These having been given, he called for a Hongkong "Tiger," which was loudly responded to, and then to the surprise of most people His Excellency said, "and, above all, a British lion," himself leading the roar.

This concluded the ceremony.

In the evening Major Withycombe and the officers of the 1st Batta. K.O.Y.L.I. were "at home" to a large number of guests.

A Duchess, with a stall in Church-road, Edgware-road, said to a retailer of kippered herrings: "This is Alexandra Day! Won't you buy a rose, sir? One for a penny; a bunch for a shilling!" "Certainly, my dear!" replied the merchant. "Being as how it's you, I'll have a lot's worth!" Then he offered the Duchess a piece of offering in the shape of a blood orange. "You needn't eat now, miss," he said. "You'll want it later on; flower sellin's thirsty business this weather. Put it in your pocket."

CANTON.

[FROM OUR OWN CORRESPONDENT.]

MORE BOMBS.

July 31st.

This morning a beggarly-looking individual who was scouring the streets around the steamer wharves for anything he could pick up found a bottle-shaped article, and after examining it could not make anything of it. He carelessly threw it to the ground and the result was a loud explosion, the article in question being a bomb left there by someone. The man who found it was seriously injured, but luckily no one else was hurt, and since at the steamer wharf there is a certain amount of open space little or no damage was done. The incident caused quite a sensation and for quite a time people did not know what to make of it. It shows us, however, that we are not yet rid of bombs and the people who are responsible for them, although the police have been so much on the alert.

THIEF SOCIETY.

It is stated that this society is forming, a sort of branch around the East Gate and people not belonging to or recognising this society are being tormented and often molested. A few days ago some coolies carrying goods outside the East Gate were stopped and robbed because they could not give some password, and people are becoming afraid in this district.

SUPREME COURT.

Thursday, 1st August.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

THE PARTNERSHIP DISPUTE.

Their Lordships the Chief Justice and the Puisne Judge continued their hearing of the appeal from a judgment of the ex-Chief Justice in the case of the Fook Lung Firm v. the Lai Yuen Firm, the Shiu Lung Firm, the Cheung Poon Firm, and the Shiu Kee Firm, partners of the Yan Wo Firm, and Chan Kit Shan.

The Hon. Mr. H. E. Pollock, K.C., with whom was Mr. Eldon Potter, instructed by Mr. Reader Harris, of Messrs. Wilkinson & Grist, appeared for the appellants, and the Hon. Mr. C. G. Alabaster, instructed by Mr. Holbrow, of Messrs. Denoon, Looker & Denoon, appeared for the respondents.

Mr. Alabaster devoted the day to advancing arguments in favour of the contention of respondents that the judgment of Sir Francis Piggott should stand. He asked their Lordships to dismiss the appeal with costs.

The hearing was adjourned till Tuesday.

HOOLIGANISM IN HONGKONG.

At the Magistracy two Chinese were yesterday brought before Mr. Melbourne charged with resisting arrest and with assaulting an Indian constable.

The evidence for the prosecution was to the effect that the constable was arresting one when the other threw stones at him and the man he had in charge bit his thumb.

Defendants denied the charge.

Mr. King, Assistant Superintendent of Police, who prosecuted, said he brought the case was one of those cases of hooliganism which were not so common lately as they used to be when constables were arresting hawkers, rogues and vagabonds. If his Worship found the offence proved he would ask his Worship to take a serious view of it and punish them severely.

His Worship remarked that he had no power to award a flogging.

Mr. King—Under the Police Proclamation your Worship would have the power but, unfortunately, that has been withdrawn. The section they are charged under provides for a heavy penalty.

The first defendant (a boy) was ordered to receive six strokes with the birch, and the second was sentenced to six weeks' imprisonment and four hours' stocks.

ENGINEER DISAPPEARS.

MISSED FROM DUTY WHILE VESSEL IS AT SEA.

On his arrival at Singapore last week Captain Dunlop, of the steamer *Edendale*, had to report the loss of the third engineer of the vessel, J. C. Macqueen, aged 40. It appears that Macqueen was on watch in the early morning of the 21st ult. while the vessel was on her way to Singapore from Batavia via Cheribon and Samarang, and at about 4.30 a.m. the chief engineer, Mr. Ritchie, reported that the third was missing. The vessel was turned back on her course for an hour and cruised about till daylight with a man in the look-out aloft. No trace could be found of the missing man and eventually the ship resumed her voyage. This was Macqueen's first trip on the *Edendale*. He came down from Hongkong recently by the *Circe* and signed on for the *Edendale* at the commencement of the voyage just concluded.

PROVINCIAL CONTRIBUTIONS AND OTHERS.

The Peking correspondent of the *N. Y. Daily News*, writing on the 21st ult., said:—

The loan negotiations are at a standstill, but the fact that a special committee has been formed under the temporary chairmanship of Hsiung Hei-ling, the late Minister of Finance, for the transaction of loan business, suggests that the Government are far from contemplating the abandonment of the policy of borrowing from the International Group, if satisfactory terms can be agreed upon.

Some days ago it was generally believed that a resumption of negotiations was inevitable immediately, for the reason that the independent parties prepared to deal with the Government could not possibly raise funds in Europe in amount sufficient to meet requirements. That is still believed to be the position, but it has now to be added that the provinces have been responding in some degree to the appeal of the Central Government for funds to carry on, with the result that the financial situation is temporarily easier.

If the provinces continue to remit to the capital, in support of the policy which they advocate of strenuously avoiding foreign borrowing which entails supervision, it is possible that the Government may be able to hold out longer than was expected, and may indeed tide over indefinitely, if any considerable sum can be obtained from the independent loan syndicates.

The trouble with these of course is that flotation in Europe is rendered extremely difficult by the fact that the French Government is committed to the support of the Banque de l'Indo-Chine, and is not likely to grant a quotation in the Bourse to any loan which does not entail conditions relative to supervision, while the British investor will hardly look at stock which is not floated with the approval of his own Government. While the only real markets for money in Europe, or in the world for that matter, are London and Paris, it is not clear how lenders, who are practically barred from these two places, can hope to find elsewhere more than sums too trifling to be of material use to the Chinese Government.

MONEY LENT UNSPENT.

Meanwhile an interesting situation has arisen in regard to an important fraction of the twelve million odd taels which have already been advanced by the International Group. A portion of this money was placed to the credit of the Government subject to the conditions which were to be imposed under the ultimate loan agreement. These entailed joint audit by an auditor appointed by the group and another by the Government, and in practice required, so far as the payment of the troops was concerned, the presentation of properly drawn-up pay-sheets and individual receipts from each soldier.

The system worked satisfactorily when applied to the payment of troops in and around the capital and of the staffs of Government offices. But a serious difficulty arose when it was sought to apply the same method in Hankow, Shanghai and Chefoo, for there troops had been disbanded by means of funds temporarily borrowed locally, and the compilation of pay-sheets and the production of vouchers was impossible in the case of men who had dispersed.

It happens, therefore, that sums of Tls. 400,000 allocated to Chefoo, and Tls. 1,200,000 intended for Nanking and Shanghai, have not yet been drawn by the Government because the stipulations of the auditors cannot be complied with. Moreover, Tls. 500,000 for Kunsu has not been drawn because the Government cannot arrange for the transport of the specie to the distant west. The difficulty in regard to Chefoo, Shanghai and Nanking is thus not due to obstruction on the part of the Chinese, but is an obstacle which in ordinary circumstances would have been overcome by mutual agreement on an equitable basis.

But in view of the deadlock which has occurred, and the attitude of the Government generally on the subject of supervision, the bankers are not disposed to depart from the letter of their agreement, with the result that a sum of Tls. 2,100,000, available since June 18th, remains untouched.

MOTOR-CAR NOT A "CARRIAGE."

In reference to a recent discussion in Hongkong, a correspondent sends us the following cutting from *Country Life*:—

Motor-car owners who have become so since making their last wills and testaments should take warning, from a case recently decided by Mr. Justice Parker, and hasten to revise their testamentary dispositions in the light of their changed circumstances. The will, made in 1905, of a Derbyshire gentleman, contained the very usual legacy—"I give to my wife absolutely all my carriages, horses, harness, and stable furniture and effects."

When he died he possessed a number of horses and carriages, but in 1910 he followed the prevailing practice, sold off most of the horses and carriages, and purchased a 21,000 motor-car. He died in 1911, without having altered his will, and the question arose whether the widow took the motor-car under the above bequest. The learned judge decided that she did not. On the collection of words in which the word "carriage" appeared, he considered that the testator meant to give only such carriages as were used in connection with horses, harness, and stables. Any other decision would have involved that every means of travelling which came into use after a testator had made his will was a carriage, and if it was held that a motor-car was a carriage within such a bequest, it would probably not be long before the same construction was sought to be applied to an aeroplane. Motorists and aviators should, therefore, note that their testamentary intentions are plainly expressed.

PROPOSED CHINESE ASSOCIATION IN SELANGOR.

PETITION TO THE BRITISH RESIDENT.

The following petition has been presented to the Acting British Resident of Selangor, Mr. E. G. Broadrick:—

Kuala Lumpur, 26th June, 1912.
To the Secretary to the British Resident, Selangor.

Sir,—We the undersigned Chinese Merchants and Miners residing in Selangor desire to obtain the sanction of the British Resident to found an association for the benefit of our fellow-countrymen in Selangor.

The title of the proposed society would be The Selangor Chinese United Association, and its objects would include:—

1. The promotion of peace and harmony amongst the different races of Chinese living in the State and the settlement of the mutual differences which at present divide them.

2. The education of the Chinese community in the duties of citizenship and the propagation amongst them of feelings of loyalty and attachment to the Government of H. H. the Sultan and to the British Protectorate.

3. The study of the doctrine of Confucius and the establishment of a library and reading room for that purpose of general education.

4. The encouragement of out-door games and physical exercises.

5. The establishment of a registration office for the preservation of records of Births, Marriages and Deaths amongst the Chinese community.

6. The discharge of the functions of a Friendly Society by the provision of funds for the widows and orphans of members and for the assistance of diverse charitable objects.

The formation of a committee or advisory body amongst prominent Chinese residents for the purpose of, whenever necessary, rendering assistance to Government in matters relating to the Chinese community.

We propose, with the consent of the Resident to form a fund out of the property now vested in the various guilds and temples which already exist in the town, and we believe that Towkay Loke Yew is prepared to place at the disposal of the Association the sum of \$75,000, should the Government approve of the formation.

The rules and regulations of the Association, together with a list of the objects which it is designed to promote, would be subject to the approval of the Resident.

It is the earnest desire of all of us who venture to present this petition to encourage amongst our fellow-countrymen the pursuit of higher aims and nobler ideals than at present prevail amongst them and to co-operate with the Government in promoting their welfare and that of the whole community.

We believe that some scheme such as we have suggested is well adapted to attain the end we have in view, and we accordingly venture to ask you to submit this petition to the Resident and solicit on our behalf the favour of his careful consideration.

We are profoundly conscious that without the support and assistance of the Government our united efforts will effect but little, but we are also confident that if the Government is satisfied with proofs of our sincerity which we are prepared to offer, assistance will not be withheld. Former British Residents have on many occasions recognised how much the material wealth and prosperity of the State owes to the industry and thrift of the Chinese immigrants, and it is on their behalf that we now ask the Government which has secured for them the enjoyment of these benefits to assist in the task of elevating the standard of their moral and intellectual life.

TRADE OF STRAITS SETTLEMENTS.

Reporting on the trade of the Straits Settlements for the year 1911, the Registrar of Imports and Exports says:—

Trade in 1911, while not so satisfactory as in the previous year, was moderately good. During the first half, the piece goods business continued to advance on 1910, then a relapse took place, purchasers anticipating lower prices and holding off, so that it was not till near the end of the year an improvement was evidenced. The large cotton crop resulted in the raw material dropping in price at home fell in sympathy, assisted by the troubles in China checking demand. A shortage of stocks here helped to keep up rates generally over those of Manchester. The Siamese dealers, anticipating a poor rice crop and lower prices, held out till the rains promised a better condition of affairs, when they began to buy later than usual. For raw goods the year was satisfactory on the whole and fair prices were realised. Stocks are light and conditions favourable for 1912. Although the figures of value exceed those of 1910, this is attributable largely to high prices especially in rice and tin, combined with an increase in the quantity and value of Para rubber, most of which is not marketed here. The export volume of Straits produce declined in many of the principal articles of trade and prices as averaged out were stationary.

RUBBER MANUFACTURE IN JAPAN.

The report by H.M. Commercial Attache at Yokohama on the trade of Japan in 1911 states that in the electrical department of the rubber industry considerable progress has been made in Japan. The mills that exist have more capital than the majority of the mechanical rubber factories, the copper mine owners being connected with all the insulated wire mills, either as owners or as suppliers of the raw material. In the latter case they assist the mills by allowing credit on the sale of bare wire. The immediate future of the rubber industry in Japan is very much more promising in this branch of manufacture than in the mechanical branch. The one difficulty with which the mills have to contend is the lack of experienced technical men. They have up-to-date machinery, but the industry is so young in Japan that there are no native-trained rubber chemists.

AUSTRALIA AND ASIATICS.

WHERE EUROPEANS CANNOT LIVE.

"Australia's Greatest Danger" is the title of a striking article in the *National Review*. The writer, George Gascoyne, argues that this greatest danger to Australia and one of the greatest dangers to the British Empire lies in the vast unoccupied northern territory of Australia. In the two words of the Kaiser's famous phrase, the danger is the Yellow Peril. Here is a territory of 323,620 square miles, two and a half times the size of France, with a seaboard of 1,240 miles, several splendid harbours and a series of navigable rivers. It is imperfectly explored, but 162,100 square miles are classified as "inhabitable," though containing mining possibilities; 148,000 square miles contain patches of good pastoral land with uncertain rainfall. 34,000 square miles are good pastoral country, and another 29,000 are first-class, both subject to intermittent tropical rain; 150,000 square miles are essentially tropical, with rainfall to correspond. In 1908 the white population of this great territory was 1,681, of whom 577 were male adults. In twenty-seven years the white male adult population increased by twenty-seven, at the rate of just one white man a year. In 1910 the white population was said to be stationary.

The article holds out no very comforting prospect as to avoiding the danger. The writer in one passage says:—

"I do not believe that any white race will ever people northern Australia and rear hardy, vigorous sons able to fight for their lives, as they would certainly have to do at some time or other. The lands of the monsoons are eternally set apart for the coloured races. I have lived many years in the tropics and have seen the white races in several tropical countries, and deeply though I sympathize with the policy of a white Australia, it is my unalterable conviction that the north can never be developed and held by whites. The pale, drawn faces of the women of the coastal districts of northern Queensland are sure testimony that all arguments."

Yet he urges the Commonwealth to pursue the policy adopted last year, to hasten on the North to South Railway and adhere to its decision to exclude coloured labour.

CHINESE LABOUR INDISPENSABLE.

The admission of coloured labour, on any terms, he argues, must prove fatal, for it must mean eventual submergence. Indentured labour from India is ruled out, for the Government of India has decided that it will no longer permit the recruiting of coolies in India, unless the labourers are allowed to receive the rights of citizenship at the expiration of their indentures, should they desire to remain in the land of their adoption. If the Indian coolie were allowed to remain, submergence would follow if he came in great enough numbers. As a matter of fact India has not enough surplus adult population properly to colonize the northern territory, and there is, moreover, the undeniable fact that the Indian coolie always gets out of field work as soon as he can.

Mr. Gascoyne is very convincing in his argument that if this territory is to be colonized by coloured labour, there is nothing for it but the yellow men. Once this is admitted he maintains that game is up. Experience has proved that once admitted on a large scale the yellow man cannot be restricted to one area.

Even assuming that Chinese labourers could to-day be recruited on the indenture system and that they could be kept within a certain area, one thing must follow at once—the Japanese must also be admitted, for the door could not be opened to China and slammed in the face of Japan. For a time all might be well, but in the future," says Mr. Gascoyne, "the white races are destined to become acquainted with a very different type of Chinese and Japanese from those they have hitherto encountered. Should China and Japan ever take up the cause of a swarm of their people in northern Australia there will be an end—not to the dream of a white Australia, for that will have vanished already—but of the dream of a careful separation of the white and coloured populations of Australia."

THE ONLY ALTERNATIVE.

Long before fifty years are over, it is pointed out, China will have a powerful army and navy. The two yellow empires will want to know why their brethren in northern Australia are subjected to disabilities. They will have the power to make themselves heard and will not be denied. Experience has proved that Europeans cannot stand field work in tropical countries. Langdon Parsons for three years Responsible Minister of the northern territory and nearly six years its Government Resident, has fully forced to the conclusion that the only alternative is the retention of a vast area of arable land which Australians cannot cultivate themselves and will not allow others to cultivate.

"Utilization of land is the strongest and best title to rightful ownership. It is the only justification for a white race to retain the tropical area of Australia to the exclusion of Asiatics from a wide outlet for their crowded and often starving populations. Australia geographically belongs to them, for Australasia is South Asia."

Stating that Australia is already committed to the alternative of retaining this vast territory in idleness, the writer in the *National Review* goes on:

"Asia is awake and militant and is discovering once more the secret of the sea. The swarming millions will not be content to wait for a century or two while a handful of white men try to find out whether they can live and work and breed in one of the richest regions of the world. Prof. Gregory says that the doctrine that there are no rights of sovereignty unless supported by effective occupation has only been applied to the no need to apply it to the regions of the upper Amazon and the inhospitable deserts of central Asia. Northern Australia

is to the yellow races a Naboth's vineyard, and it lies empty and open and inviting. The nearest precedent is the case of Tripoli, which Italy has just annexed in pursuance of her economic necessities, with the sanction of every Power in Europe. Is it likely that the yellow races will admit that there shall be one law for Europe and another for Asia? Only until they get sufficient ships and guns."

DEPARTURE OF U.S. MARINE GUARDS.

AN HISTORIC INCIDENT FOR YOKOHAMA.

Since the day of the opening of Yokohama to foreign trade in 1858, says the *Japan Gazette*, there have always been contingents of foreign troops in the foreign settlements—until to-day, when the last contingent of American guards embarked upon the U.S. cruiser *California* home, never to return. Gradually, as Japan advanced in the scale of nations, the various details of troops from Great Britain, France, etc., have been withdrawn, but by some persistency of official red-tape, or otherwise, the Marine Guards of the U.S. Naval Hospital were retained. It is not known just why they have been withdrawn at this time but their duties were not onerous and it is supposed that it has dawned upon some subdivision of some State Department that they were superfluous here. Nevertheless, they constituted the last contingent of foreign troops regularly stationed in Yokohama, and their departure is thus historically notable.

It was only a little contingent after all—a band of seven men in charge of Sergeant George Warrell, who boarded the *California* for home. Sergeant Warrell, it should be mentioned, was Admiral Dewey's orderly on the famous *Olympic*, and had resided in Japan for 14 years, making many friends in Yokohama during his sojourn.

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in testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardise it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

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SCIENTIFIC OPTICIANS
40, BLOKS, CHATER RD.
HONGKONG

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 55. Telephone No. 12. Telegraphic Address: Press. Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

NOTICE.

SATURDAY, 3rd August, being the anniversary of H.M. KING HAARON OF NORWAY, Mr. EITZEN, the Vice-Consul of Norway, will be "At Home" at his Office, York Building, from 11.30 to 1 o'clock. Hongkong, 2nd August, 1912. [953]

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 5th instant. Hongkong, 2nd August, 1912. [954]

SARAWAK GOVERNMENT COLLIERIES.

NOTICE IS HEREBY GIVEN that Mr. H. F. MAY has CEASED to be General Manager of these Collieries and that Mr. THOMAS LEWIS has been placed in charge at Brokerton and Labuan. This will cause no difference in the Supply of Coal to Ships either at Brokerton or Labuan Wharves. By Order, F. H. DALLAS, Treasurer of Sarawak. Sarawak, 22nd July, 1912. [955]

A NOLD ESTABLISHED SHEFFIELD HOUSE, actual manufacturers of Cutlery, Spoons and Forks. Tools of all descriptions and Steel of high quality, dealing with all important overseas ports, desire to get into communication with a HONGKONG Firm with a view to arranging an AGENCY. This Sheffield Firm of Manufacturers and Merchants is further well placed for the Supply of all kinds of Metals, Machinery and General Sundries. Write with full references to Box 11712, T. B. BROWN'S ADVERTISING OFFICES, 165, Queen Victoria Street, London, England. [956]

ALBERT FRIEDLAENDER Berlin No. 13. MANUFACTURERS OF CAPS. WHOLESALE OF HATS.

ALWAYS LARGE STOCK OF SOFT and STIFF FELT HATS for Gentlemen and Boys, regular and in lot. 7.50, 9.00, 10.50, 12.00, 13.50, 15.00, 16.50 Marks to 25.00 Marks per dozen. Straw, Bast and Panama Hats at all prices. Caps for Gentlemen and Boys in all new shapes. Balloon-shaped Oval Caps from 2.50 Marks per dozen. Caps for Sporting Clubs from 3.00 Marks to 9.00 Marks per dozen and above. Price-list gratis and post-free. [957]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "ARCADIA" Arrived Hongkong on 1st August, 1912. FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—From London, &c., ex s.s. "Sumatra," "Egypt" and "Medina." From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

H. W. D. SHALLARD, Acting Superintendent. Hongkong, 1st August, 1912. [1]

SHANGHAI CLUB.

APPLICATIONS are invited for the post of Secretary to the Club. The Secretary is not allowed to be a member of the Club. Preference will be given to an applicant who is willing to reside in the Club, but the Committee are prepared to consider proposals to combine the work of Secretary with outside work. Apply by letter only, addressed to—THE CHAIRMAN, SHANGHAI CLUB. Shanghai, 29th July, 1912. [958]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River works. Small quantities handled and specially low rates quoted for large quantities. [423]

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETY-SECOND ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 6th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th July to 6th August, both days inclusive. By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, 12th July, 1912. [905]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 17th day of August, 1912, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1912.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 5th August, to SATURDAY, the 17th August, 1912 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Court of Directors, N. J. STABB, Chief Manager. Hongkong, 1st August, 1912. [950]

WANTED

A FIRST CLASS ARCHITECTURAL DRAUGHTSMAN with Sound Knowledge of Design and Construction. Permanent and Good Prospects for Able Man. Write, giving full particulars of age, experience, qualifications and Salary required to—Box No. 57, Care of "Daily Press" Office. Hongkong, 27th July, 1912. [942]

WANTED.

BY EUROPEAN FIRM doing large business in Imports and Exports, a COMPRODORE. Cash Security of at least \$50,000 required. Apply to—A. B., Care of "Daily Press" Office. Hongkong, 30th July, 1912. [948]

WANTED.

ASSISTANT for an ABSTRACTED WATER FACTORY, some Knowledge of Machinery and Experience in Handling Chinese Labour essential. Apply—A. B. C., Care of "Daily Press" Office. Hongkong, 27th July, 1912. [943]

FOR SALE

FOR SALE OR TO LET. Furnished or Unfurnished.

"LEVENOR," No. 116, The PEAK. Full Particulars of Price or Rent can be obtained from—Messrs. JOHNSON, STOKES & MASTER, Solicitors, Prince's Buildings, 100 House Street. Hongkong, 26th July, 1912. [939]

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TO LET

TO LET. "BERTHOLWYN," Peak Road, from 15th July. SHOP with GODOWN attached, Nathan Road, Kowloon. KOWLOON MARINE LOT No. 48 with WEAR. Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings. Hongkong, 10th July, 1912. [869]

TO LET.

ON 2ND FLOOR, No. 2 PRADDER STREET. ONE-ROOMED OFFICE. Apply Property Office, JARDINE, MATHESON & Co., Ltd. Hongkong, 23rd May, 1912. [733]

TO LET.

NO. 12, BEAUNSFIELD ARCADE. First Floor, No. 13, BEAUNSFIELD ARCADE, First Floor. "THE CASTLE," 2-Roomed House. LARGE-ROOMS, Central Position, Cheap Rent. 1 SMALL GODOWN in Duddell Street (Godown D). "ROGATE" Austin Road, Kowloon, from 1st April. For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1134. For Sale, with or without Furniture, "TOB CHEST" No. 8, The PEAK, with Tennis Court. Commanding a magnificent view of the Harbour and adjacent Islands. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 1st August, 1912. [122]

TO LET.

OFFICES in KING'S BUILDING. Apply—THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd. Hongkong, 1st August, 1912. [121]

TO BE LET.

SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS.

Apply—A. S. WATSON & Co., Ltd., Alexandra Buildings. Hongkong, 22nd May, 1912. [123]

TO LET.

"GREENMOUNT," situated at 18, BONHAM ROAD. Newly renovated and comfortable for a suitable Residence. Nice View of the Harbour and adjacent Islands. Reasonable Rent. Apply—No. 4, RIVON TERRACE, Bonham Road. Hongkong, 27th July, 1912. [944]

BANKS

THE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Yen 10,000,000
Capital Subscribed (paid up) Yen 6,250,000
Reserve Fund Yen 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS: Amoy, Anping, Canton, Foochow, Keelung, Swatow, Tainan, Taipei, Tamsui, Nagasaki, Tokyo, Yokohama, Shanghai.

HONGKONG SAVINGS BANK.

Interest allowed on Current Accounts Deposits received on terms which may be had on application. K. TSUDZURABARA, Manager. Hongkong, 1st May, 1911. [637]

THE BUSINESS OF THE ABOVE BANK IS CONDUCTED BY THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager. Hongkong, 1st July, 1911. [20]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES:

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COMMERCIAL LETTERS OF CREDIT issued.

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TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager. 9, Queen's Road Hongkong, 30th July, 1912. [844]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

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SUBSCRIBED 1,125,000
PAID UP 852,000
RESERVE FUND 365,000

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BRANCHES: Bombay, Calcutta, Hongkong, Kanton, Madras, Rangoon, Shanghai, Singapore, Penang, Kuala Lumpur, F.M.S., Hongkong, Shanghai.

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NEDERLANDSCH-INDISCHE HANDELSBANK (NEDERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

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E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voeux Road Central. Hongkong, 17th May, 1912. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 48,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 17,500,000

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INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application. TAKAO TAKAMICHI, Manager. Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

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SILVER \$16,750,000

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COURT OF DIRECTORS: E. SHERRILL, Esq., Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.

Andrew Forbes, Esq., G. H. Medhurst, Esq., G. S. Gubbay, Esq., G. R. Lumsden, Esq., F. Lieb, Esq., W. L. Paterson, Esq., Hon. Mr. C. H. Ross, H. A. Slope, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.

ACTING MANAGER: Shanghai—A. G. STEPHEN.

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N. J. STABB, Chief Manager. Hongkong, 2nd May, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

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RESERVE FUND £1,650,000

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CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager. Hongkong, 12th April, 1912. [133]

AUCTION

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 6th day of August, 1912, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of Two Lots of CROWN LAND below Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS, to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot	Locality	Boundary Measurements.				Contents in Square feet	Annual Rent	Upset Price.
Registry No.	at Bellingham	N.	S.	E.	W.		\$	\$
1892	Between Kennedy Road and Bellingham	54	50	140	180	255 About	62	1,130
1893	Between Kennedy Road and Bellingham	101	184	110	200 80		\$3,281	\$3,000

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TO GET THERE THAT'S A HOLIDAY.

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See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

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Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

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The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £45 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

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MONGOLIA	27,000	TUESDAY, 6th Aug.	at 1 P.M.
PERIA	9,000	TUESDAY, 27th Aug.	at 1 P.M.
KOREA	18,000	TUESDAY, 3rd Sept.	at 1 P.M.
SIBERIA	18,000	TUESDAY, 17th Sept.	at 1 P.M.
CHINA	10,200	TUESDAY, 24th Sept.	at 1 P.M.
MANCHURIA	27,000	TUESDAY, 1st Oct.	at 1 P.M.
NILE	11,000	TUESDAY, 15th Oct.	at 1 P.M.
MONGOLIA	27,000	WEDNESDAY, 23rd Oct.	at 1 P.M.

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ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS

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Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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S.S. "DUNERIC" 3,000 tons ... On 10th Sept.

And regularly thereafter.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS

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10th August.

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For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

[42-43-44]

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 2ND JULY, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

SATURDAY, 3RD AUGUST, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "HEUNGSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSIONS TO MACAO.

SUNDAY, 4TH AUGUST.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m. N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

MONDAY, 5TH AUGUST.

S.S. "SUI AN."

Will depart from WING LOK WHARF at 9 a.m. and return from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANULI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

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TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU... 21,000 tons.
S.S. CHIYO MARU... 21,000 tons.
S.S. SHINYO MARU... 21,000 tons.

AND

S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.P.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

779

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS Tons DATE OF SAILING.

SHANGHAI, YOKOHAMA, "NIPPON" ... 7,300 ... About 20th Aug.

Kobe and MOJI ...

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

40j

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "ARRATOON APCAR," 4,450 tons, Capt. F. M. Austin, will be despatched to KOBÉ and MOJI (YOKOHAMA if sufficient inducement offers) on 6th Aug., at Noon. S.S. "JELUNGA," 3,361 tons, will be despatched to SHANGHAI, KOBÉ and MOJI on 18th August.

WESTWARD.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched for SINGAPORE, PENANG and CALCUTTA on 15th August. The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 31st July, 1911.

AGENTS.

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JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPEDITION ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMANOER	JAPAN	First half of August.	JAVA	First half of August.
TJIPANAS...	JAVA	First half of August.	JAPAN	First half of August.
TJITAROEM	JAVA	First half of August.	JAPAN	First half of August.
TJIBODAS...	JAVA	Second half of August.	JAPAN	Second half of August.
TJIKINI	SHANGHAI	Second half of August.	SHANGHAI	Second half of August.
TJILATJAP.	JAVA	Second half of August.	SHANGHAI	First half of September.
TJILJWONG	JAVA	First half of September.	JAPAN	First half of September.
TJIMAH	JAVA	First half of September.	SHANGHAI	Second half of September.

The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 30th July, 1912.

Telephone No. 375.

NORDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN...	"PRINCESS ALICE," Capt. L. FRANCHI.	20,300	{Wednesday, 7th Aug., at Noon.

SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA...	"KLEIST," Capt. L. MAASS.	17,000	{About Wednesday, 7th Aug.
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MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE...	"COBLENZ," Capt. L. KLUGKIST.	6,750	{Saturday, 10th Aug., at 9 a.m.
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KOBÉ and YOKOHAMA...	"PRINZ SIGISMUND," Capt. D. LENZ.	6,000	{About Tuesday, 20th Aug.
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KUDAT and SANDAKAN...	"BORNEO," Capt. F. SEMBIL.	5,000	{Middle of August.
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All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars, apply to

NORDEUTSCHER LLOYD,

MELOCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 27th July, 1912



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI ...	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 9th Aug., 4 P.M.
ZAFIRO ...	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 19th Aug., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, HONGKONG, 1st August, 1912. PHILIPPINES S.S. Co. [115]

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.) MONTHLY FAST DIRECT SERVICE TO TRIESTE. SINGAPORE, PENANG, COLOMBO, ADEN, SUVA and PORT SAID. S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th August. S.S. "AFRICA," 8,800 tons, will leave as above on 19th September.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £16 2nd, £13 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI. S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th August, at Daylight.

S.S. "AFRICA," 8,800 tons, will leave as above on 4th September.

Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £3 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.

No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, PIRAE and VENICE.

VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUVA and PORT SAID.

S.S. "VORWAERTS," 12,900 tons, will leave as above on 1st September.

TO YOKOHAMA, KOBÉ via SHANGHAI.

S.S. "AUSTRIA," 14,300 tons, will leave as above on 28th August.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 2nd August, 1912.

Princes' Building.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—15, DES VUEUX ROAD, HONGKONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

729] CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

PASSED THE CANAL.

ARRIVALS AT HOME.

June 25th—Braemar, Bulow, Candia, Carmarthenshire, Matoppo, Peshawar, Vandana, Yangtze. Ernest Simons, Nubia, Arcadia, Baron Driesen, Schuykill, Neleus, Patricia. 2nd—Benvenue, Barneo, Calchas, Flinthire, Lutov, Teddo, Kyoto. 5th—Kiano Maru, Suvia, Tutan, Telemachus. 6th—Boemia, Goben, Himalaya, Muscatier Castle, Baron Ogilvy. July 12th—Alicious, Perieus, Sardinia, Sithonia, Tranquebar. 18th—Belgravia, Glenloch, Hyson, Indramaha, Kleist, Nera, Scandia, Africa, Arabien. 19th—Achilles, Bayern, Renalder, Derfingier, Iyo Maru, Peiko, Peleus. 23rd—Antenor, Atsuta Maru, Ceylon, Lothian, Nippon, Patkan, Syria, Walton Hill. 26th—Machao, Nore, Ulysses, Pisa. 31st—Caledonien, Prinz Ludwig, Prometheus, Salazie, Tydeus.

July 31st—Bayern, E. F. Ferdinand, Himalaya, Peleus, Scandia.

PASSENGERS.

ARRIVED. Per Anhu, from Shanghai, Messrs. Dissel and Waldmar. Per Arcadia, for Hongkong, from Marseilles, Mr. G. de Houghton; from Brindisi, Mr. E. E. Farman; from Bombay, Mr. P. C. Kuegle; from Singapore, Mr. P. Phillips, Mr. J. Davidson, Mr. A. Katz, Mr. D. Campbell, Mr. J. Craig, Mr. and Mrs. S. H. West and infant, Mr. J. da R. C. Vieira, Mr. L. Harding, Dr. Nishimura, Mr. J. Holland; from Colombo, Mr. and Miss Dashed.

SHIPPING

ARRIVALS

ANGELIN, German str., 1,003, C. Kumpel, 1st August—Hongkong 29th July, Coal, Butterfield & Swire.

ANNU, British str., 1,350, Harris, 1st August—Shanghai 28th July, General—Butterfield & Swire.

ARCADIA, British str., S. Barcham, 1st August—Singapore 28th July, General—P. & O. S. N. Co.

BROOKLYN, British str., 1,933, W. A. Gay, 1st August—Singapore 28th July, General—Gibb, Livingston & Co.

CHRYSLER, Japanese str., 3,147, Y. Tozawa, 1st August—Kobe 28th July, General—Nippon Yusen Kaisha.

HELEN, German str., 2,325, Fr. Mann, 1st August—Yokohama 28th July, Bullard—Order.

ITALIA, British str., 3,402, W. W. Tucher, 1st August—Rangoon 17th July, General—Jardine, Matheson & Co.

KWANTUNG, Chinese str., 1,536, Stewart, 1st August—Shanghai 28th July, General—Chinese.

KWONGSANG, British str., 1st August—Canton.

NIJIN, Novgorod, Russian str., 3,257, Kostromitsoff, 1st August—Odessa and Singapore 28th July, General—Order.

PATROUS, British str., Bailey, 1st August—Fochow 28th July, General—Butterfield & Swire.

PRINCE, German str., 1,207, D. Reimers, 1st August—Haito 28th July, General—Butterfield & Swire.

TRIUMPH, German str., 769, W. Langshewager, 1st August—Haiphong 31st July, General—Jensen & Co.

DEPARTURES

August 1st.

CHOWTAL, German str., for Bangkok.

CLARA, German str., for Hongkong.

DEVAVONGSE, German str., for Hongkong.

FRI, Norwegian str., for New York.

HALVARD, Norwegian str., for New York.

INDRAGHRI, British str., for Yokohama.

KAGA MARU, Japanese str., for Singapore.

SLEZIA, Austrian str., for Singapore.

TORWALL, British str., for Yokohama.

YORWALL, Austrian str., for Yokohama.

SHIPPING REPORTS

The Chinese str. *Kwangchow* reports: Light variable winds and smooth sea to Breaker Point; thence moderate monsoon and fine weather to port.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Tengo Maru* left Honolulu for Hongkong via Japan ports and Manila on the 18th July, and is expected to arrive here on the 12th August.

The T.K.K. str. *Nippon Maru* with U.S. mails is expected to arrive at this port on the 2nd August, between 8 and 10 a.m.

THE AUSTRALIAN MAIL.

The E. & A. str. *Adenham* left Sydney on the 8th July, for this port via Queensland Ports and Manila.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 27th July, at 11 a.m., and may be expected here on or about the 13th August.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 25th July, p.m.

THE GERMAN MAIL.

The I.G.M. str. *Kleist*, carrying the German mails with dates from Berlin of the 10th July, left Colombo on the 27th July, p.m., and may be expected here on or about 7th August.

THE INDIAN MAIL.

The Apear str. *Ararat* left from Calcutta, left Singapore on the 27th July, and may be expected here on or about the 2nd August.

MERCHANT STEAMERS.

The N.Y.K. str. *Ceylon Maru* (Calcutta Line) left Kobe for this port on the 28th July, and is expected here on the 2nd August.

The O.S.K. str. *Seattle Maru*, from Tacoma, left Manila for this port on the 28th July, and is expected here on the 2nd August, a.m.

The str. *Benlue* from Middlesbro' left Singapore on the 28th July for Hongkong.

The str. *Bentham*, from London, etc., left Singapore on the 27th July for Hongkong.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Calcutta for this port via Rangoon on the 4th July, and is expected here on the 4th August.

The N.Y.K. str. *Yokohama Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 28th July, and is expected here on the 4th August.

The str. *Seangchoon* left Rangoon on the 28th July, for Hongkong via Penang and Singapore, and is expected to arrive here on the 9th August.

The N.Y.K. str. *Jinsen Maru* (Calcutta Line) left Calcutta for this port via ports on the 28th July, and is expected here on the 11th August.

The N.Y.K. str. *Colombo Maru* (Bombay Line) left Bombay for this port via ports on the 28th July, and is expected here on the 15th August.

The Swedish East Asiatic Co.'s str. *Sigbee* left Port Said on the 24th July, and is expected to arrive here on or about the 26th August.

The str. *Glenloch* passed the Suez Canal on the 16th July, for Hongkong via Straits.

The "Mogul Line" str. *Pathan* left United Kingdom on the 7th July, for Hongkong via the Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Aisling, from Calcutta, is due in Hongkong 2nd August.

Onseng, from Chinwantao, is due in Hongkong 2nd August.

SHIRE LINE.

Den of Glamis, from London, is due in Hongkong 28th August.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels anchored at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's		3. From Bluff Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	REMARKS.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
LONDON, VIA USUAL PORTS OF CALL	DELTA	Brit. str.		E. P. Martin, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.	
LONDON, LEITH & ANTWERP	PENBROKESHIRE	Brit. str.		S. Finch, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 6th inst.	
LONDON & ANTWERP VIA SINGAPORE, &c.	PERA	Brit. str.		Jager	HAMBURG-AMERICA LINE	About 7th inst.	
HAVRE, ROTTERDAM & HAMBURG, &c.	FINEST BUELOW	Ger. str.	k. w.	Dieckmann	HAMBURG-AMERICA LINE	On 23rd inst.	
HAVRE, BREMEN & HAMBURG, &c.	GOLDENFELS	Ger. str.	k. w.	Ginstenbrius	HAMBURG-AMERICA LINE	On 5th September.	
HAVRE, ROTTERDAM & HAMBURG, &c.	SHIRAZIA	Ger. str.	k. w.	Rassau	HAMBURG-AMERICA LINE	On 11th September.	
HAVRE & HAMBURG, &c.	SILVIA	Ger. str.	k. w.	Ernst	HAMBURG-AMERICA LINE	On 18th inst.	
MARSEILLES, HAVRE & HAMBURG, &c.	AKI MARU	Jap. str.		B. Kon	NIPPON YUSEN KAISHA	On 14th inst., at 1 p.m.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SEATTLE MARU	Jap. str.		N. Noda	NIPPON YUSEN KAISHA	On 13th inst., at 4 p.m.	
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN	YOKOHAMA MARU	Jap. str.		Follows	THE BANK LINE LTD.	On 15th inst.	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	LORD DERRY	Brit. str.			OSAKA SHOSSEN KAISHA	On 17th inst., at 1 p.m.	
VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA, &c.	MEXICO MARU	Jap. str.		L. Frank	MELCHERS & Co.	On 7th inst., at Noon.	
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	PRINCESS ALICE	Brit. str.		H. W. L. Holman	SHEWAN, TOMES & Co.	About 22nd inst.	
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	GLENROY	Brit. str.		SANDER, WILDER & Co.	SANDER, WILDER & Co.	On 19th inst.	
NAPLES, LEITH & ROTTERDAM	YORWALL	Aus. str.		SANDER, WILDER & Co.	SANDER, WILDER & Co.	On 1st Sept.	
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	ATROIL	Brit. str.		DODWELL & Co., Ltd.	DODWELL & Co., Ltd.	About 23rd inst.	
TRIESTE, FINE, VENICE VIA SINGAPORE, &c.	INVERCLYDE	Am. str.		SHEWAN, TOMES & Co.	SHEWAN, TOMES & Co.	About 10th September.	
NEW YORK	KANSAS	Am. str.	k. w.	R. Linklater	THE BANK LINE, LIMITED	About 31st inst.	
NEW YORK VIA SUEZ CANAL	AMERICA	Ger. str.		W. Faas	DODWELL & Co., Ltd.	About 19th Sept.	
BOSTON & NEW YORK	DACRE CASTLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	To-morrow, at 6 p.m.	
BOSTON & NEW YORK	MONTAGLE	Am. str.	2 m.		CANADIAN PACIFIC R. Co.	On 24th inst., at 5 p.m.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Am. str.		A. G. Stevens	PACIFIC MAIL S.S. Co.	On 5th inst., at 1 p.m.	
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	NIPTON MARU	Jap. str.		T. Sekine	NIPTON YUSEN KAISHA	On 13th inst., at Noon.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PERIA	Am. str.		L. Klugkist	NIPTON YUSEN KAISHA	On 27th inst., at 1 p.m.	
SAN FRANCISCO VIA AMOY, SHANGHAI & JAPAN, &c.	YAWATA MARU	Jap. str.		Tullack	THE BANK LINE LIMITED	On 10th inst., at 9 a.m.	
AUSTRALIAN PORTS VIA MANILA	CORLENE	Ger. str.		W. W. Tucker	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.	
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.		F. M. Austin	SANDER, WILDER & Co.	To-day, at Noon.	
REPORTS VIA MAURITIUS	DUNERIE	Brit. str.		D. Lens	NIPTON YUSEN KAISHA	About 28th inst.	
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	KITO MARU	Jap. str.		M. Winkler	NIPTON YUSEN KAISHA	On 6th inst., at Noon.	
YOKOHAMA & KOBE	AGSIA	Brit. str.		V. Liddell	NIPTON YUSEN KAISHA	About 20th inst.	
YOKOHAMA & KOBE VIA SHANGHAI	ABRATON AGAR	Brit. str.		W. F. Richard	JAVA-CHINA-JAPAN LINE	On 23rd inst., at Noon.	
YOKOHAMA & KOBE	SANUKI MARU	Jap. str.		Rassau	BUTTERFIELD & SWIRE	On 6th inst., at Noon.	
YOKOHAMA & KOBE	PRINZ SIGISMUND	Ger. str.		T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.	
YOKOHAMA & KOBE	KUMANO MARU	Jap. str.		J. B. Harris	BUTTERFIELD & SWIRE	To-morrow, at Noon.	
NAGASAKI, KOBE & YOKOHAMA	YUJANAS	Dut. str.		L. Jones	JARDINE, MATHESON & Co., Ltd.	On 4th inst., at 1 p.m.	
JAPAN	CHONGSHING	Brit. str.		L. Jones	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at 4 p.m.	
TIENSIN VIA WEIHAIWEI	KUEICHOW	Brit. str.	1 m.	C. C. Talbot, R.N.R.	MELCHERS & Co.	About 8th inst.	
WEIHAIWEI CHEFOO & TIENSIN	KWONGSANG	Brit. str.		C. C. Williams	BUTTERFIELD & SWIRE	On 10th inst., at 11 a.m.	
SHANGHAI VIA NINGPO	SURVIA	Brit. str.		M. Masada	NIPTON YUSEN KAISHA	On 12th inst.	
SHANGHAI, KOBE & YOKOHAMA	FOOKSANG	Brit. str.	1 m.	G. W. Cookman, R.N.R.	DAVID SASSOON & Co., Ltd.	On 14th inst.	
SHANGHAI, KOBE & MOJI	BORERIA	Aus. str.			ANTHONY NISLON & Co.	About 20th inst.	
SHANGHAI	WINGSANG	Brit. str.			JARDINE, MATHESON & Co., Ltd.	About 25th inst.	
SHANGHAI	KLEIST	Ger. str.			JARDINE, MATHESON & Co., Ltd.	On 7th inst., at 10 a.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.		JARDINE, MATHESON & Co., Ltd.	On 4th inst., at Noon.	
SHANGHAI	SARDINIA	Brit. str.	1 m.		JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 4 p.m.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	LIAN	Brit. str.			JARDINE, MATHESON & Co., Ltd.	On 5th inst.	
SHANGHAI & KOBE	JINSEN MARU	Jap. str.			JARDINE, MATHESON & Co., Ltd.	On 7th inst., at Noon.	
SHANGHAI, MOJI & KOBE	COLOMBO MARU	Jap. str.			JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 2 p.m.	
SHANGHAI	ABATE	Brit. str.			JARDINE, MATHESON & Co., Ltd.	On 15th inst.	
SHANGHAI, KOBE & MOJI	YUENGA	Brit. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	NIPTON	Swed. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DEN OF GLAMIS	Brit. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
SHANGHAI	TIENKI	Dut. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
ANSONG VIA SWATOW & AMOY	MIYAJIMA MARU	Jap. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
SWATOW, AMOY & FOCHOW	DAIN MARU	Jap. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
SWATOW, AMOY & FOCHOW	HAICHONG	Brit. str.	2 h.		JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
SWATOW, AMOY & FOCHOW	HAICHONG	Brit. str.	2 h.		JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
SWATOW, AMOY & FOCHOW	HAICHONG	Brit. str.	2 h.		JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
MANILA	KAIFONG	Brit. str.	1 m.		JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
MANILA, CEBU & ILOILO	BUI	Am. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
MANILA, MANGARIN, ILOILO & CEBU	YUENGA	Brit. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
MANILA, MANGARIN, ILOILO & CEBU	ZAPORO	Am. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
BATAVIA, CHEBONO, SAMARANG, &c.	TIENKI	Dut. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
BOMBAY VIA SINGAPORE & COLOMBO	HAIRATA MARU	Jap. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
SINGAPORE, PENANG, BANGGOS & CALCUTTA	CEYLON MARU	Jap. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
SINGAPORE, PENANG & RANGOON	FULTALA	Jap. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
SINGAPORE, PENANG & CALCUTTA	DILWABA	Brit. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
KUDAT & SANDAKAN	BOERBO	Ger. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
HOIBOW (Mail) & HAIPHONG	SINGAN	Brit. str.	1 m.		JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Freu. str.			JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 9 a.m.	

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI VIA NINGPO "KWONGSANG" Friday, 2nd Aug. Noon.

FOR SHANGHAI, KOBE AND MOJI "FOOKSANG" Saturday, 3rd Aug. Noon.

FOR SHANGHAI, KOBE AND MOJI "LOONGSANG" Saturday, 3rd Aug. 2 p.m.

FOR TIENSIN VIA WEIHAIWEI "CHEONGSHING" Tuesday, 6th Aug. Noon.

FOR SHANGHAI "WINGBANG" Wednesday, 7th Aug. 9 p.m.

FOR SHANGHAI "YUENGA" Saturday, 10th Aug. 2 p.m.

FOR SINGAPORE, PENANG & CALCUTTA "KUMSANG" Monday, 12th Aug. Noon.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.

"SHIRE" LINE OF STEAMERS LIMITED.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR LONDON, LEITH & ANTWERP

FOR LONDON, LEITH & ANTWERP "PEMBROKESHIRE" About 6th Aug.

FOR SHANGHAI, NAGASAKI, KOBE & DEN OF GLAMIS "DEN OF GLAMIS" About 25th Aug.

FOR LONDON, LEITH & ANTWERP "CAEMARTHENSHIRE" About 3rd Sept.

FOR SHANGHAI, KOBE & YOKOHAMA "FLINTSHIRE" About 20th Sept.

* Does not carry passengers.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.

Hongkong, 23rd July, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "ITOLA," 5,257 tons, Captain W. W. Tucker, will be despatched for YOKOHAMA and KOBE on 2nd Aug., at Noon, to be followed on 12th August by S.S. "MUTTRA," Capt. H. Curry, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "FULTALA," 4,154 tons, Captain H. W. Tallent, will leave HONGKONG for SINGAPORE, PENANG and RANGOON on the 7th August, at Noon, followed by the S.S. "FAZILKA," Captain Cammact, on the 10th Aug., at Noon, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215.

Hongkong, 2nd August, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER

AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.

SUBJECT TO ALTERATION.

FOR VANCOUVER.

FOR LIVERPOOL.

1912

From Quebec.

"MONTAGLE" Sat. 3rd Aug. "ALLAN LINE" Fri. 30th Aug.

"EMPEROR OF INDIA" Sat. 24th Aug. "EMPEROR OF BRITAIN" Fri. 20th Sept.

"EMPEROR OF JAPAN" Sat. 14th Sept. "ALLAN LINE" Fri. 11th Oct.

"MONTAGLE" Sat. 5th Oct. "EMPEROR OF IRELAND" Fri. 1st Nov.

Steamships leave HONGKONG at 6 p.m.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons and all QUEBEC with the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10

"Montaglo" Intermediate Steamship) "243" "245."

First Class rate to London includes cost of meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

